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BY THE HOUSE OF DELEGATES,

March 8th, 1850.

Read and ordered to be printed,

REPORT

OF

MESSRS. CHIFFELLE AND BOULDIN,

RELATIVE TO THE

BALTIMORE & SUSQUEHANNA RAIL ROAD CO.

In obedience to an order of the House Feb. 28, 1850.

REPORT.

BALTIMORE, MARCH 8TH, 1850.

To the Honorable

The House of Delegates of the State Maryland.


The undersigned, in and by an order from your Honorable body, dated February 28th, "to survey and report to your House the state and condition of the bed, embankments, bridges, culverts, and rails of the Baltimore and Susquehanna Rail Road, and also, whether the same has been kept in a proper state of repair and good working condition, and also whether it is now in such a state as is calculated to promote and subserve the interest of the State in said work."

Have the honor to make the following report,—that they have carefully surveyed and examined the line of the Baltimore and Susquehanna Rail Road from Baltimore to Wrightsville, and that they have found the bed, embankments, culverts and rails in excellent condition. With regard to the bridges on the line, the company, evidently, having become convinced that all their truss frame bridges, were too light for the heavy engines which the increased business of the road compelled them to use, have taken the precaution to strengthen them by additional bracing, by introducing trestles under the bridges, and by placing under the rails running across the bridges very heavy track strings, thus as we think rendering them perfectly secure and perfectly capable now, to support any weight which they may be called on to bear. The present state and condition of this road, as we have above stated, certainly, we think, justifies the statement, that the interests of the State in this work has been fully "promoted and subserved" by the company and their officers.

We have the honor to be very respectfully,

Your obedient servants,

THOMAS P. CHIFFELLE,
ALEX. I. BOULDIN.



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